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就二月二年二十九百八十一英

HONGKONG, TUESDAY, FEBRUARY 2, 1892.

日四初月正年辰壬

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE SIRNAT & CO., 30, Cornhill. GORDON & GOTON, Ludgate Circus, E.C. BATES HENRY & CO., 37, Walbrook. LEEDS HALL, LTD., 150 & 162, Leadenhall Street, E.C. W. M. WILLS, 151, Cannon Street, E.C. ROBERT WATSON, 150 Fleet Street.

PARIS AND EUROPE.—AMBRO PRINCE, 58, Rue Lafitte, Paris.

NEW YORK.—J. STEWART HAPPER, THE CHINESE EXPLORER OFFICE, 52, West 22nd Street.

SAN FRANCISCO AND AMERICAN PORTS (generally)—BAIN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTON, Melville Street, Sydney.

CYLON.—W. M. SHAW & CO., The Amherstian Co., Colombo.

SINGAPORE, STRAITS, &c.—SAYLOR & CO., Singapore. J. HARRISON & CO., Manila.

CHINA.—M. A. DA CAUL, Amoy.

N. MOALE, Foochow, Hege & Co., Shanghai.

THE KELLY & WALSH, Yokohama.

LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.

SUBSCRIBED CAPITAL.....\$500,000.

HEAD OFFICE—HONGKONG.

Court of Directors:

D. GILLES, Esq., CHOW TUNG SHANG, CHAM KEE SHAN, Esq.

C. J. HIRST, Esq., W. W. WIXON, Esq.

KWAI HO, CHUN, Esq.

Chief Manager:

GEO. W. F. PLAYFAIR,

Advisory Committee in London:

THOMAS CARMICHAEL, Esq., Messrs Dent, Palmer & Co.

JOHN BUTTERY, Esq., Messrs John Buttery & Co.

C. B. STUART NORWELL, Esq., M.P. for Hilliard.

GEO. MUNRO, Manager.

Agents.

LONDON.—THE ALLIANCE BANK (LTD.)

SCOTLAND.—THE COMMERCIAL BANK OF SCOTLAND.

Shanghai—Advisory Committee:

H. E. EKOK HU FU LIN KWAN KING, Yuen, Esq.

MA KIN TOHNS, CHU MING SIANG, Esq.

TONG KWEI SONG, Esq.

G. J. GALLOWAY, Manager.

Amoy—J. ANDERSON, Manager.

Current Accounts opened, Money received on Deposit. Draft issued. Bills purchased and collected. Advances made on securities or goods in neutral godowns.

Usual Bank Agency business undertaken.

Interest for 12 months fixed 5%.

do. do. 8% do. do. 4%

do. do. 8% do. 3%

Current Accounts 2%.

For rates of interest for other periods apply to the Manager.

Hongkong, January 20, 1892. 22

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$10,000,000.

Reserve Fund.....\$6,300,000.

Reserve Liability of.....\$10,000,000.

Court of Directors:

J. S. MORRIS, Esq.—Chairman.

C. J. BICHARDSON, Esq.—Deputy Chairman.

A. E. DAVIES, Esq.—Alex. Macdonald.

J. Holiday, Esq.

E. Hopkins, Esq.

J. J. Knott, Esq.

D. R. Sisson, Esq.

Carrie M. Morris, Esq.

Hongkong, E. de Bois, Esq.

Shanghai—J. P. Wade Gardner, Esq.

London Banks—London and County Banking Co. Ltd.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance up to \$200,000.

On Fixed Deposits.—

For 6 months 8 per cent. per annum.

12 " 4 " up to \$200,000.

12 " 4 " on sums in excess of \$200,000.

HONGKONG—INTEREST CHARGED.

6% on LOANS against Shares with full margin.

6% on Advances against Goods in neutral godowns.

7% on Current Account Overdraft.

7% on Advances against Goods in private godowns.

E. DE BOIS,

Chief Manager.

Hongkong, August 10, 1891. 1571

HONGKONG SAVINGS BANK.

THE business of the above Bank is now conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.

E. DE BOIS,

Chief Manager.

Hongkong, August 1, 1891. 1515

SAILOR'S HOME

Any Sailors' Clothing, Books, or Papers will be thankfully received at the Sailor's Home, West Point.

John St. Supertendent.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL.....\$20,000,000.
PAID-UP CAPITAL.....\$200,000.

LONDON.—40, Threadneedle Street.

West End Office—25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives Money on Deposit;

Buys and Sell Bills of Exchange;

Issues Letters of Credit, forwards Bills for Collection, and Transacts Business for Agency generally, on terms to be had on application.

E. W. RUTTER,

Manager.

Hongkong, August 10, 1891. 1362

Intimations.

THE INSTITUTION OF ENGINEERS
AND SHIPBUILDERS,
HONGKONG.

THE COMMITTEE have arranged for PRACTICE DANCES to be held in St. Andrew's Hall, at 5.30 p.m.

THURSDAY, 4th February.

Hongkong, January 26, 1892. 178

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.

SUBSCRIBED CAPITAL.....\$500,000.

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For 6 months 8 per cent. per annum.

12 " 4 " up to \$200,000.

12 " 4 " on sums in excess of \$200,000.

<p

Entertainments.

WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.



COMMENCING MONDAY, the 1st FEBRUARY, there will be two Performances every day. Afternoon Performances—Doors open at 2 p.m., commence 3 p.m. Night Performance—Doors open at 8 p.m., commence 9 p.m.

EVERYTHING NEW! EVERYTHING NEW!

THE JAPS OUT-DONE.

VICTOR VALAZIES

GREAT SHOULDER PEERCH.

LITTLE ETHEL'S DARING TRAPEZ ACT.
SCHÄDENFREUDE HURDLE ACT.
SIG. BRAIN'S AERIAL RINGS.
And other Choice Acts from our extensive REPERTOIRE.

THE CIRCUUS WILL BE OPEN EVERY DAY AND EVENING.

PRICES OF ADMISSION.
Boxes of 6 Chairs..... \$9.00
Single Chair in Box..... 1.50
Double Circle Chairs..... 1.00
Stalls, Carpeted Seats..... 50
Pit..... 30
Children under 10 and Soldiers and Sailors in uniform to Pit 20 cents. Half-price to all other parts except the boxes.

FOR THE MATINEES

on

WEDNESDAY AND SATURDAY.
All Charitable and Orphan Institutions are cordially invited by the Proprietors of the Circus. Free of Charge.

LOOK OUT FOR PROF. VALAZIE'S DROPS FROM THE CLOUDS.

MADAME WOODYEAR } Proprietors
& W. HARLAND VICTOR VALAZIES,
Business Manager.

S. REICH,

General Agent.

Hongkong, February 1, 1892. 208

INTIMATIONS.

NOW READY.

PRICE, \$1.50.
UP THE YANGTSE,
BY E. H. PARKER,
with SKETCH MAPS.

CONTENTS:
The Yang-tse Gorges and Rapids in Eu-pou.
The Rapids of the Upper Yang-tse.
The "Vademecum" of the Traveller through the Gorges of the Great River.
Special Observations.

A Journey in North Ss' Oh-ua.
Nan-ch'ien and the Kung-t'u River.
Up the Kia-ling River.

The Great Salt Wells.
North Kwai Chia.
The Wolds of Ku-peh.
Shih-chia Flora.

Orders for Copies will be received by Messrs. LANE, CRAWFORD & CO., and Messrs. KELLY & WALSH, Limited.

PUBLICATIONS.

'CHINA MAIL' OFFICE.
—10—
CHINA REVIEW—published once in Two Months.

OVERLAND CHINA MAIL—for every Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE,
5, Wyndham Street (behind the Club.)

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.
This Article, which has been reprinted from the China Review, contains one of the best Sketches of such exclusive privilege as aforesaid.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & CO., and Messrs. KELLY & WALSH, Limited, Hongkong; also, Mr. N. MOALIE, Amoy.

To-day's Advertisements.
FROM HAMBURG, PENANG AND SINGAPORE.

THE S. S. *Aigain*, Captain CHAPMAN, having arrived from the above Ports, Consignment of Goods, will hereby request to send to the Bills of Lading for counter signature by the Underpaid, and to take immediate delivery of their Goods for storage.

Any Cargo impeded her discharge will be landed into the Godown of the HONGKONG & KWAILOU WHARF & GODOWN CO., LTD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 9th inst., at 2 p.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & CO., Agents.

Hongkong, February 2, 1892. 210

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking cargo & passengers at through rates for NINGPO, CHEFOO, NEW-

CHIANG, TIENSIN, HANKOW

and Ports in the YANGTZE.)

The Co.'s Steamship

Dardanus,

Captain PUNDE, will be

despatched at the above TO-

MORROW, the 3rd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, February 2, 1892. 217

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSIU.

The Co.'s Steamship

Formosa,

Captain HALL, will be

despatched for the above Ports on THURSDAY, the 4th instant, at

Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,

general Managers.

Hongkong, February 2, 1892. 219

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SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

(Vis Island Sea.)

The Steamship

Redruthshire,

Capt. F. DAVIES, will be

despatched as above on

about THURSDAY, the 4th instant, at

Noon, instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, February 2, 1892. 219

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship

Kutzing,

Captains W. H. JACKSON,

will be despatched as

above on TUESDAY, the 9th instant, at

Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, February 2, 1892. 220

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CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, BRISBANE, SYDNEY AND MELBOURNE.

The Co.'s Steamship

Ching-ti,

A. HUNT, Commander, will be

despatched as above on

about WEDNESDAY, the 10th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloons and Cabins are situated forward of the Bridge. Second-class Passengers are berthed in the Poop. A Refreshing Chamber assures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, February 2, 1892. 218

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SHIRE LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

The Steamship

Cardiganshire,

Captains PARSONS, will be

despatched as above on

or about SATURDAY, the 13th instant,

instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, February 2, 1892. 218

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OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUZU CANAL.

The Steamship

Dardanus,

Captains FOUDY,

will be despatched as above on

SUNDAY, the 21st instant.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, February 2, 1892. 216

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NOTICE.

THE EXCLUSIVE PRIVILEGE OF

PREPARING OPIUM AND SELLING

AND RETAILING OPIUM AS PRE

PARED WILL CHASE ON THE 29TH FEBRUARY

NEXT.

No Prepared Opium purchased

from me or my factors can be used after

noon of the 3rd March, 1892, without the

consent of the New Holder of such exclusive

privilege as aforesaid.

A few roughly-executed Woodcuts are

included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & CO., and Messrs. KELLY & WALSH, Limited, Hongkong; also, Mr. N. MOALIE, Amoy.

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Messrs. LANE, CRAWFORD & CO.,

Agents.

Hongkong, February 2, 1892. 215

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SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNNEES.

S.S. RADNORSHIRE,

FROM HAMBURG, ANTWERP,

MIDDLESBOROUGH, LONDON & STRAITS.

CONSIGNNEES of Cargo are hereby informed that all Goods will be landed at their risk into the Godown of the HONGKONG & KWAILOU WHARF & GODOWN CO., LTD., and stored at Consignees' risk and expense.

Any Cargo impeded her discharge will

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Hongkong, February 2, 1892. 215

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TELEGRAMS.

(From Singapore paper.)

ILLNESS OF THE POPE.
London, 23rd January, 1892.—His Holiness the Pope is again reported to be indisposed, and doctors are in attendance.

FRANCE AND BULGARIA.
Bulgaria has apologized to France for the expulsion of the journalist. This has been accepted by France as a settlement of the difficulty.

LOCAL AND GENERAL.

PASSED SUSS CANAL.

OUTWARD BOUND:—*Shah*, 21; *Wo-Sang*, 27; *Palauus*, Dec. 1; *Surdor*, 16; *Neptuna*, 29; *Palemon*, Shanghai, Jan. 5; *Glenloch*, 12; *Pembroke*, Oceanic, 16; *Ocean Mutual*, Mar. 19; *Chingay*, 23; *Gloucester*, Turner, 22; *Electra*, March; *Talman*, 26.

HOMeward Bound:—*Metapedia*, Nov. 17; *Eurora*, 24; *Rosita*, Dec. 1; *Surdor*, 16; *Strathmore*, Jan. 5; *Galatea*, 13; *Prima*, 17; *Celtic*, *Georgian*, 19; *Bombay*, *Melbourne*, 20; *Montrose*, *Irene*, *Asindale*, Jan. 23; *Glenorchy*, *Juno*, *Mersey*, Jan. 23.

The O. P. R. steamship *Empress of India* left Shanghai for this port on Feb. 2, and may be expected here on or about Feb. 4.

The N. G. I. & S. *Bisagno*, from Bombay, left Singapore for this port on Jan. 27, and may be expected here on or about Feb. 3.

The P. & O. Co.'s a. s. *Telamon* left Singapore on Jan. 27, and may be expected here on or about Feb. 4.

The Glen Line steamship *Glencoe*, from New York, left Singapore on Jan. 23, and may be expected here on or about Feb. 4.

The O. S. S. Co.'s a. s. *Palamed* left Singapore on Jan. 23th, and may be expected here on or about Feb. 4.

The China Mutual Co.'s a. s. *Xenon*, from London and Liverpool, left Singapore for this port on the 1st Feb., and may be expected here on or about the 3rd Feb.

The *W. S. G. & Co.*'s *Wesleyan* left Bombay for this port on the 1st Feb., and may be expected here on or about the 3rd Feb.

The *W. S. G. & Co.*'s *Wesleyan* left Bombay for this port on the 1st Feb., and may be expected here on or about the 3rd Feb.

The *W. S. G. & Co.*'s *Wesleyan* left Singapore for this part on Jan. 17th.

The *W. S. G. & Co.*'s *Wesleyan* left quaran-

time about half-past three o'clock this afternoon.

The Agent of C. P. R. Co. inform us that the *s.s. Empress of India* left Shanghai at 1 a.m. to-day, and is due here about 10 a.m. on Thursday, 4th instant.

Misses Butterfield & Swire inform us that the O. S. S. Co.'s steamer *Palamed* left Singapore on the morning of the 26th ult., and may be expected here on or about the 4th inst.

On the Happy Valley yesterday afternoon a match between the Hongkong Football Club and B Company (Shropshire Regiment) ended in a draw, both sides scoring 2 goals.

Masses Arnold, Karberg & Co. inform us that the China Mutual Steam Navigation Company's steamer *Kemun*, from London and Liverpool, left Singapore for this port on the 1st inst. and may be expected here on or about the 8th inst.

Mrs. Tarrington, after having been laid up for some weeks at Tournon for repairs, arrived here this afternoon. She left Singapore for Hongkong as long ago as the 14th December, and Hamburg on the 16th October last.

As anticipated the Shanghai cricket team arrived this morning. They were met by some members of the Hongkong Cricket Club. In the course of the afternoon the visitors practised on the cricket ground, and judging from their appearance in front of the sets they ought to give a good account of themselves in the forthcoming match.

SEQUAN continues to address large crowds at West Point nightly, and receives extensive support from the Chinese. His feats in dentistry, if they may be referred to in such terms, are quite surprising, while the many cures from rheumatism he is credited with having effected have tended to enhance his reputation in Hongkong. His visit to the Far East must have turned out a profitable speculation.

This Butterly Company gave a final performance in the Theatre Royal last night to a large audience. Unfortunately Mr. Baldwin was seriously ill, and was unable to give his customary récital, but the other members of the Company ably supported Professor Baldwin in providing an entertainment of a highly interesting kind. A series of duels between Miss Delcy and Mr. Bell created much interest, while the latter repeated his funny negro absurdities of which the audience could not apparently get enough. Professor Baldwin gave an exposure of his rope-tight business, and also showed how many digits of hand tricks claimed to be done by thought-reading and spiritualism were only clever humbug. Miss Constance's "Lancashire lass" and step and skipping-toe dancing were enthusiastically applauded, and the performance was concluded with a short sketch of an amusing nature. The Butterly Company has had a successful stay in Hongkong, and further success may safely be predicted in the other places it intends visiting.

ADMIRALTY happily the colour of Commander Bruce's death turns out to be unfound-ed, it will be seen with regret that he is in very feeble health. The *N. C. Daily News* of 26th ult. says:—We regret to say that a telegram was received from Wuhan yesterday, stating that Commander Bruce, R.N., of the *Swift*, who was on his way down in the *Malacca* to-morrow, and would have to be sent on arrival to the General Hospital here. Commander Bruce duly arrived in the *Tatung*, but it was thought best to defer his transference to the Hospital until this morning.

At length the collapse has come, and the Koko Petroleum Company, long tottering, has been dissolved by general consent of the shareholders. But some of the latter are not satisfied—they want to lose some more money, and propose repeating the experiment.—*Yugyo News*.

The *N. C. Daily News* comments thus on the Marana case:—We are glad to learn that a subscription is being got up, under the auspices of the powers that be, to raise a fund to enable Mr. Marana and his family to get away to Hongkong. It is evident now that our police were not to blame for the mistake of which Mr. Marana has been the victim: they were in mind with the intention given them to arrest Mr. Marana. The prime mainstay is blamed for the mistake, as far as we can make out, is the British Consul at Nagasaki, who we understand, himself recommended Mr. Marana to come to Shanghai, where he would be sure to find opportunities to make a position. The most extravagant, ill-natured, and unfounded stories have been told here about these unfortunate people, utterly不顾 of the general kind-heartedness of Shanghai towards those who come, hoping, as so many have done, to earn their living here. They have been the victims of a cruel mistake, and the least we can do is to give them some means of starting again in a place that will be kinder to them.

The rebellion in the North (writes the Pe-king correspondent of the *Shanghai Mercury*) seems to be finished, the feeble flame burning itself out almost at once, kindled; at least all is quiet for the present. Shall we have a renewal in the spring? Some people are well informed expect that the trouble will break out afresh, but, as the cold weather has passed away.

Among the Chinese here who have relatives in Manchuria, much anxiety is still felt, for they believe that the bands of rebels and disaffected persons who have been dispersed elsewhere have fled there. Not very long ago soldiers and artillery were despatched from Shan-hai-kwan to reinforce the troops under the command of Yeh Chih-chao. The Ministers of the Taung-li Yamen and some of the Presidents and Vice-Presidents of the various departments of state when paying their anatomical and dispository visits to the different provinces, have arranged themselves so that the last service in the rising in Eastern Mongolia would soon be put down altogether—in fact, adding that even now no apprehension need be held concerning that branch of the great rebellion of 1891. We have to wait in patience before we have definite news from the distant part of the Emperor's dominions.

SINGAPORE AND HONGKONG.

A visitor to Singapore, under date of Singapore, 21st January, sends us the following notes:—

I am taking the advantages of the short stay the mail steamer affords to look at Singapore after an absence of many years, but the demand is so great that coconut trees in bearing in Sandakan lot for \$200 a year. As I was understanding that Mr. Abrahamsen has leased 500 acres at Kodai, at least 50 per cent in prices; and that in addition Borneo tobacco is now being anxiously enquired for.

The late Governor of Formosa, Liu Ming-chuan, being importuned by different railway stock agents, to get contracts for the North Formosa line, His Excellency ordered about ten miles of rails and rolling stock from England and ton miles more from Germany; the consequence is that the locomotives and carriages for the English rails cannot pass on to the rails from Germany and vice versa, owing to the difference in gauge; the trains meet in the middle of both lines, exchange passengers and goods, and return on their own track.

The *Yochow Echo* says there is a rumour that, on the representation of a few influential gentry men, backed by a score of out-shiboushiti, the Viceroy there is about to put a tax of one taon a bundle of any article that is either very inadequate or are but indifferently observed by those concerned. I carefully observed many blocks in course of construction, and their appearance was sufficient to raise suspicion about the piles and foundations. Extensive blocks have collapsed, fortunately before being occupied by tenants—a providential circumstance which has saved work to the Coroner and worry to those responsible, whether they may be naturally visited the very modest Raffles Museum, and found many of the specimens of great interest. The Curator might do worse than obtain a few samples of Hongkong-made red bricks, such as are used for building houses in Hongkong, with a few drain-pipes thrown in; they would be of surpassing interest, and for rarity would equal anything else in the Museum. What are used here as bricks are exceedingly poor stuff, and this I fancy accounts for the large amount of wood used in houses building here. Singapore is fully a century behind Hongkong in these matters.

The Public Gardens are all that fancy can paint them, but the pleasure of visiting them is much lessened by having to walk on the heavily-metalled paths, which are more fit for many places for cart horses than for pedestrians. The remedy is simple, and should, for the credit of the authorities, be at once applied. Have the paths dug up and the metal passed under the heavy rollers that are used for the roads. The Director of the Public Gardens would find a visit to Hongkong well repay the cost and trouble entailed. The laying out of the Gardens in your city is far ahead of Singapore, for beauty of effect and artistic arrangement, although the Hongkong Gardens are much smaller than those here. The collection of orchids in Singapore compares poorly with that under the care of Mr. Ford in Hongkong: possibly my visit was at the wrong season of the year, but so far as I could see the palm trees to be given to Hongkong.

I have often wondered what became of the many dilapidated jikkas when die-

The *Fengshan*, which left Shanghai on 26th instant, is ashore at Bush Island, having met with a mishap during a fog. The *Yehs* attempted to tow her off, but without success.

At length the collapse has come, and the Koko Petroleum Company, long tottering, has been dissolved by general consent of the shareholders. But some of the latter are not satisfied—they want to lose some more money, and propose repeating the experiment.—*Yugyo News*.

The *N. C. Daily News* comments thus on the Marana case:—We are glad to learn that a subscription is being got up, under the auspices of the powers that be, to raise a fund to enable Mr. Marana and his family to get away to Hongkong. It is evident now that our police were not to blame for the mistake of which Mr. Marana has been the victim: they were in mind with the intention given them to arrest Mr. Marana. The prime mainstay is blamed for the mistake, as far as we can make out, is the British Consul at Nagasaki, who we understand, himself recommended Mr. Marana to come to Shanghai, where he would be sure to find opportunities to make a position. The most extravagant, ill-natured, and unfounded stories have been told here about these unfortunate people, utterly不顾 of the general kind-heartedness of Shanghai towards those who come, hoping, as so many have done, to earn their living here. They have been the victims of a cruel mistake, and the least we can do is to give them some means of starting again in a place that will be kinder to them.

The rebellion in the North (writes the Pe-king correspondent of the *Shanghai Mercury*) seems to be finished, the feeble flame burning itself out almost at once, kindled;

at least all is quiet for the present. Shall we have a renewal in the spring? Some people are well informed expect that the trouble will break out afresh, but, as the cold weather has passed away.

Among the Chinese here who have relatives in Manchuria, much anxiety is still felt, for they believe that the bands of rebels and disaffected persons who have been dispersed elsewhere have fled there.

Not very long ago soldiers and artillery were despatched from Shan-hai-kwan to reinforce the troops under the command of Yeh Chih-chao. The Ministers of the Taung-li Yamen and some of the Presidents and Vice-Presidents of the various departments of state when paying their anatomical and dispository visits to the different provinces, have arranged themselves so that the last service in the rising in Eastern Mongolia would soon be put down altogether—in fact, adding that even now no apprehension need be held concerning that branch of the great rebellion of 1891. We have to wait in patience before we have definite news from the distant part of the Emperor's dominions.

SINGAPORE AND HONGKONG.

A visitor to Singapore, under date of Singapore, 21st January, sends us the following notes:—

I am taking the advantages of the short stay the mail steamer affords to look at Singapore after an absence of many years, but the demand is so great that coconut trees in bearing in Sandakan lot for \$200 a year. As I was understanding that Mr. Abrahamsen has leased 500 acres at Kodai, at least 50 per cent in prices; and that in addition Borneo tobacco is now being anxiously enquired for.

The late Governor of Formosa, Liu Ming-chuan, being importuned by different railway stock agents, to get contracts for the North Formosa line, His Excellency ordered about ten miles of rails and rolling stock from England and ton miles more from Germany; the consequence is that the locomotives and carriages for the English rails cannot pass on to the rails from Germany and vice versa, owing to the difference in gauge; the trains meet in the middle of both lines, exchange passengers and goods, and return on their own track.

The *Yochow Echo* says there is a rumour that, on the representation of a few influential gentry men, backed by a score of out-shiboushiti, the Viceroy there is about to put a tax of one taon a bundle of any article that is either very inadequate or are but indifferently observed by those concerned. I carefully observed many blocks in course of construction, and their appearance was sufficient to raise suspicion about the piles and foundations. Extensive blocks have collapsed, fortunately before being occupied by tenants—a providential circumstance which has saved work to the Coroner and worry to those responsible, whether they may be naturally visited the very modest Raffles Museum, and found many of the specimens of great interest. The Curator might do worse than obtain a few samples of Hongkong-made red bricks, such as are used for building houses in Hongkong, with a few drain-pipes thrown in; they would be of surpassing interest, and for rarity would equal anything else in the Museum. What are used here as bricks are exceedingly poor stuff, and this I fancy accounts for the large amount of wood used in houses building here. Singapore is fully a century behind Hongkong in these matters.

The Public Gardens are all that fancy can paint them, but the pleasure of visiting them is much lessened by having to walk on the heavily-metalled paths, which are more fit for many places for cart horses than for pedestrians. The remedy is simple, and should, for the credit of the authorities, be at once applied. Have the paths dug up and the metal passed under the heavy rollers that are used for the roads. The Director of the Public Gardens would find a visit to Hongkong well repay the cost and trouble entailed. The laying out of the Gardens in your city is far ahead of Singapore, for beauty of effect and artistic arrangement, although the Hongkong Gardens are much smaller than those here. The collection of orchids in Singapore compares poorly with that under the care of Mr. Ford in Hongkong: possibly my visit was at the wrong season of the year, but so far as I could see the palm trees to be given to Hongkong.

I have often wondered what became of the many dilapidated jikkas when die-

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THE CHINA MAIL.

[No. 9051.—FEBRUARY 2, 1892.]

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THENCE
TO YOKOHAMA AND SAN
FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG,
City of Peking.....TUESDAY, Feb. 9.
China.....WEDNESDAY, Feb. 23.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO and YOKOHAMA, on TUESDAY, the 9th February, at 1 p.m., taking Passengers and Freight for Japan, the United States and Europe.

RATES OF PASSAGE
FROM HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Town...\$225.00
and Seattle, Tacoma, Port land...0.....

To Liverpool and London...\$225.00
To Paris and Hamburg...\$245.00
To Havre and Hamburg...\$235.00
Through Passage Tickets quoted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Trips Tickets.	Continuous Tickets.
Kansas City, Mo., Omaha	225.00	
Neb.	225.00	
St. Louis, Mo.	220.00	291.50
St. Paul, Minn., Minnes.	220.00	
polis, Minn.		
Chicago, Ill.	297.50	295.00
Milwaukee, Wis.	289.50	285.00
Cincinnati, Ohio	302.50	301.50
Columbus, Ohio	304.50	304.00
Detroit, Mich.	304.50	302.75
Cleveland, Ohio	305.50	305.00
Toronto, Canada	305.50	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N. Y., But.	311.00	308.50
Washington, D.C., Balt.	317.00	311.75
more, Md.		
Montreal, Canada	316.75	313.00
Philadelphia, Penn.	315.75	312.50
New York	315.75	315.00
Boston, Mass.	321.00	317.00
Portland, Maine	327.50	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates—

4 months.....\$337.50

12 ".....\$383.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passenger, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Domingo, and to ports in Mexico, Central and South America, by the Company's ships and connecting Steamers.

Fright will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 10 a.m. and 1 p.m.; all Parcel Posts should be addressed to address in full; value of same is required.

Consignee Invoices to accompany cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, January 23, 1892.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA & BALTIQUE PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON Saturday, the 13th day of February, 1892, at 3 p.m., the Company's S.S. *AYERIN*, Captain E. E. EXELBY, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Otaru.

Ship's Orders will be granted till 5 p.m. on the 13th February. Cargo will be received on board until Noon on the 13th. Special and Parcels until 10 a.m. on the 13th February. (Parcels are not to be sent on board; they must be left at the Admiralty's Office.) Contents of Packages required.

The Steamer has splendid Accommodation and carries a Doctor and Surgeon.

For further Particulars, apply

MELCHERS & CO.,

Agents.

Hongkong, January 12, 1892.

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE, with special reference to PARTITION REGISTRATION AND PROPERTY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & CO.,—5/- per cent.

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NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY,

MADRAS, CALCUTTA, ADEN, SUZAK,

PORT SAUJ,

MEDITERREAN AND

BLAUE SEA PORTS, ALEXANDRIA,

MARSELLLES, AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO,

BOMBAY, MADRAS, CALCUTTA

AND AUSTRALIA.

ALSO,

LONDON, HAVRE AND BORDEAUX.

ALSO,

SCOTT'S

EMULSION

OF PURE COD LIVER OIL AND HYDROPHOSPHITES

OF Lime and Soda.

OF